

*LAP6 Rec'd PCT/PTO 18 AUG 2006*

Re Section V.

1 Reference is made to the following documents:

- D1 EP 1 375 303 A (ZF LENKSYSTEME GMBH) 2. January  
2004 (01-02-2004)
- D2 : GB 2 328 191 A (\* ROVER GROUP LIMITED) 17. February  
1999 (02-17-1999)
- D3 : EP 0 931 714 A (TRW INC) 28. July 1999 (07-28-1999)

2 INDEPENDENT CLAIM 1

2.1 NOVELTY

The present Application satisfies the requirements of Article 33(1) PCT, because the subject matter of Claim 1 is novel in the sense of Article 33(2) PCT.

- Document D1 discloses (the references in parentheses relate to this document):

A hydraulic power steering system for a vehicle, in particular an electrohydraulic power steering system for a motor vehicle, having a servo valve (Fig. 1, pos. 12), the relative movement whose control parts actuates a piston rod of a servo cylinder (Fig. 1, pos. 10) and changes at least one steering angle of a wheel operatively connected to the piston rod (Fig. 1, pos. 2); and having an electric servomotor (Fig. 1, pos. 5), which drives a rack (Fig. 1, pos. 9) for adjusting the steering angle of the wheel with the servo cylinder in the same direction (Fig. 1, pos. 10, 2),

- from which the subject matter of Claim 1 differs in that, there,

a steering shaft acts upon a control part of the servo valve, and the servo valve acts with a drive output member upon the rack, the rack and the piston rod of the servo cylinder acting

in a parallel arrangement with each other, upon an addition member (for jointly adjusting the steering angle of the wheel

- whereas D1 only discloses that the rack (Fig. 1, pos. 9) and the piston rod of the servo cylinder (Fig. 1, pos. 10) act in a parallel arrangement with each other, upon an addition member (Fig. 1, vertically drawn connection between pos. 9 and pos. 10) for jointly adjusting the steering angle of the wheel (Fig. 1, pos. 2).

Therefore, the subject matter of Claim 1 is novel (Article 33(2) PCT).

## 2.2 INVENTIVE STEP

The means provided in Claim 1 of the present application for achieving this object are based on an inventive step (Article 33(3) PCT) for the following reasons:

The combination of features included in independent Claim 1 is neither known from the present related art, nor rendered obvious by it. The reasons for this are as follows:

The problem of reducing the size of hydraulic power steering systems, and of the inadequate reliability in the case of system failure, is solved by the subject matter of Claim 1, namely by using a steering shaft which acts upon a control part of the servo valve.

In view of the problem, an expert in this field would not further develop any of the hydraulic power steering systems known from the related art or simply combine the teachings of them and finally arrive at the advantages and solutions of the present application, since from their design, these are rather individualized for particular vehicle types and are not applicable in a very flexible manner.

The means for attaining this objective proposed in Claim 1 of the present Application is thus based on an inventive step (Article 33(3) PCT).

Claims 2 through 9 are dependent from Claim 1 and therefore likewise satisfy the mentioned criteria for novelty and inventive step from Article 33(2)(3) PCT.